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Ass'n of American Railroads.
A Chronology of American Railroads:
Inclu. Mileage by States & by Years.

A CHRONOLOGY of AMERICAN RAILROADS

Including
Mileage by States
and by Years

ASSOCIATION OF AMERICAN RAILROADS • TRANSPORTATION BUILDING • WASHINGTON 6, D. C.

THE AMERICAN RAILROAD SYSTEM

I am the Burden Bearer of the Nation. I am the Nation's Number One Delivery Boy.

I carry the products of millions of American farms to thousands of American factories and to millions of American homes.

I take the coal from the mines, the ore from the hills, the stone from the quarries, and carry them to the market places.

I keep the factories of the Nation supplied with raw materials. I distribute the products of these factories to cities and towns and hamlets from Maine to California, from Washington State to Florida.

I meet the ships of the Seven Seas at our seaports. I receive the coffee, the sugar, the spices, the rubber, the copra, and the countless other things which these ships bring to our shores, and I deliver them to the factories and stores and homes where they are wanted. I gather up the surplus products of farms, forests, mines, and mills and carry them in endless streams to fill the ships that come for cargo.

I bring the circus to your city, the entertainers to your theaters, the films to your movies.

I speed across America, from city to city, from town to town, with your express shipments—parcels and crates and boxes—picking them up or delivering them at your doors.

I am the chief mail carrier for the Nation. I carry eighty-five out of every one hundred pieces of non-local mail in this country. I bring you letters from distant relatives and friends—letters that mean so much in your life. I also bring you packages and your favorite magazines.

I am the Nation's safest carrier of passengers. I am the swiftest carrier of passengers by land.

At this very moment, tens of thousands of people are speeding across America in my comfortable traveling hotels—businessmen on important missions, students going to and from schools and colleges, newlyweds on their honeymoons, vacationists en route to distant resorts, parents going to visit their children, children going to visit their parents.

Not only do I carry the American people on their myriad errands, I provide them with comfortable beds in which to sleep; I serve them food and refreshments; I look after their every want while they are my guests.

I am an employer as well as a transporter. More than a million men and women work for me and with me in performing my great transportation tasks.

I am one of the chief shoppers of the Nation. I am constantly buying; my wants are never satisfied. Yesterday I spent millions; today I am spending millions more; tomorrow I shall spend other millions with mines and mills and factories and wholesalers for the many things I must have to keep my millions of wheels rolling.

I am one of the chief supporters of government. The taxes I pay—amounting to millions of dollars a day—help pay the salaries of our public officials, meet the expenses of our public schools, protect the health of communities, provide police and fire protection, build roads, airports, and waterways all over America.

I am an empire builder and a promoter of unity. I have knit this far-flung Nation together, linking North with South, East with West, in one great community of common interest and common understanding.

I never sleep. Night and day, month in and month out, year after year, summer and winter, rain or snow, in storm or flood—I carry on!

I am a vital part of the Nation's economic life.

I am the American Railroad System!

ILLINOIS HISTORICAL SURVEY

THE AMERICAN RAILROADS

CHRONOLOGY

1807—Silas Whitney operated a horse-drawn and gravity wooden tramway on Beacon Hill, Boston.

1809—Thomas Leiper built a wooden tramway, operated by horses, to connect quarries in Delaware County, Pa., with tidewater.

February 6, 1815—John Stevens, of Hoboken, was granted first railroad charter in America, by the New Jersey Legislature, which authorized construction between the Delaware and Raritan rivers, near Trenton and New Brunswick.

February, 1825—First locomotive to run on rails in America, built by John Stevens and operated experimentally on a half-mile circular track at Hoboken, N. J.

October 7, 1826—Gridley Bryant's Granite Railway was opened at Quincy, Mass., to transport granite used in building Bunker Hill Monument; horses supplied motive power for the three-mile long broad-gauge railroad.

February 28, 1827—Charter granted for the first railroad in Maryland—now the oldest railroad charter in America; the first stone was laid in construction on Independence Day, 1828.

May, 1827—Mauch Chunk Railroad, operated by gravity and mule power, opened at Mauch Chunk (now Jim Thorpe), Pa., for transportation of coal.

August 8, 1829—Locomotive "Stourbridge Lion," imported from England, put on track at Honesdale, Pa., and operated three miles with Horatio Allen as engineer.

August 25, 1830—Trial trip of Peter Cooper's locomotive "Tom Thumb," from Baltimore to Ellicott's Mills, Md., and return.

December 25, 1830—Railroad at Charleston, S. C., began scheduled passenger service, using American-built locomotive, "Best Friend of Charleston"; the first public carrier by rail in South Carolina and the first railroad in America to use steam power in regular service; completed to Hamburg, S. C., 136 miles, on October 3, 1833.

1830—Anthracite coal used as fuel by locomotive "Tom Thumb."

1830—Robert L. Stevens designed forerunner of the T-rail used today; first iron rails of American design were rolled in 1844; Bessemer steel rails first rolled at North Chicago Rolling Mills on May 25, 1865.

April 14, 1831—First railroad in Louisiana ready for traffic between New Orleans and Milneburg; formal opening on April 23; locomotive "Pontchartrain," first in Mississippi Valley, made initial scheduled run, September 17, 1832.

July 4, 1831—First railroad in Delaware opened at New Castle; horses were used.

July 4, 1831—First issue of first railroad journal in the United States, the *Rail-Road Advocate*, published at Rogersville, Tenn.

August 9, 1831—First steam train in New York State ran from Albany to Schenectady, pulled by locomotive "DeWitt Clinton."

November 12, 1831—Locomotive "John Bull" placed in service at Bordentown, N. J.; Isaac Dripps put the engine together—and added a pilot, subsequently.

November, 1831—United States Mails carried for first time by rail—in South Carolina.

1831—A pine-knot fire on open platform car in South Carolina served as first locomotive headlight; 1830's to 1850's, candles and whale oil were used in reflector lamps; 1859, kerosene lamps, followed by gas; 1881, electricity; 1936, figure-8 oscillating headlight; 1944, oscillating headlight that flashes white or red, for safety purposes; 1946, sealed-beam headlight.

1831—Virginia's first railroad completed, about 12 miles in length, in Chesterfield County; chartered February 27, 1828, to build and operate a railroad from the Falling Creek coal mines to tidewater on the James River, near Richmond.

June 12, 1832—First railroad in Alabama opened from Tuscumbia to Tennessee River, where Sheffield now stands.

October, 1832—First railroad connecting Virginia and North Carolina opened from Petersburg southward; completed to Roanoke River in North Carolina in 1833.

November 23, 1832—"Old Ironsides," Matthias Baldwin's first locomotive, made initial run from Philadelphia toward Germantown.

June 6, 1833—Andrew Jackson became the first President of the United States to ride on a railroad train—between Ellicott's Mills, Md., and Baltimore.

January 30, 1834—Kentucky's first railroad completed from Lexington to Frankfort.

April 16, 1834—First passenger train service in New England began between Boston and Newton, Mass.

July 4, 1835—Oldest stone arch railroad bridge in the United States opened at Relay, Md.

August 20, 1835—Boston-Providence line opened for regular service; first in Rhode Island.

August 25, 1835—First railroad to Washington, D. C., opened from Baltimore.

February 5, 1836—Henry R. Campbell, of Philadelphia, patented an eight-wheeled engine (4-4-0), subsequently termed the American type; engine was completed May 8, 1837; with numerous modifications, it remained a popular type until 1895.

March 14, 1836—West Virginia's first railroad began regular transportation and travel service from Winchester, Va., to Harper's Ferry, W. Va. (then in Virginia); locomotive "Tennessee" arrived from England on March 9; road opened with ceremony on March 31.

April, 1836—First car ferry, the "Susquehanna," was placed in service on the Susquehanna River, between Havre de Grace and Perryville, Md.

July 13, 1836—John Ruggles, U. S. Senator from Maine and "Father of the U. S. Patent Office," was issued Patent No. 1—first in the numbered series—for a device to increase the power of railway locomotives and to prevent their wheels from sliding.

July 21, 1836—Canada's first locomotive, the "Dorchester," puffed her way from Laprairie to St. Johns, Que., to open first Canadian railroad.

October 3, 1836—First railroad in Ohio and Michigan opened between Toledo, Ohio, and Adrian, Michigan Territory.

November 6, 1836—First locomotive in Maine made initial run from Bangor.

1836—First two locomotives known to have been equipped with whistles were built at Lowell, Mass., under the supervision of George Washington Whistler. The "Hicksville" was put in service at Jamaica, Long Island, and was reported to make "a shrill, wild unearthly sound something like drawing a saw flat across a bar of iron." The "Susquehanna" was tried out at Wilmington, Del., traveling at "35 or 40 miles an hour" and was said "to give awful notice of its approach to any point."

1836—Florida's first railroads completed from Tallahassee to the Gulf at St. Mark's, and from St. Joseph (now Port St. Joe) to Lake Wimico; the former operated with horse or mule power while the latter used steam power.

April 24, 1837—First steam train in Mississippi operated a short distance from Natchez, hauled by the locomotive "Mississippi."

May 13, 1837—Georgia's first railroad opened at Augusta.

1837—*The United States Gazette* (Philladelphia) reported that "Mr. Norris, of this city, . . . has applied a new instrument to steam locomotives, viz: a trombone . . ." It was made of a pipe of a single key, or with several pipes of different keys, "so that there may be a concert of steam instruments" (the forerunner, possibly, of the chime whistle of today) to be heard above the noise of the steam engine and cars.

1837—World's first sleeping car operated between Harrisburg and Chambersburg, Pa.—a remodeled day coach, crudely built.

January, 1838—New York (South Amboy) and Washington, D. C., linked by a chain of railroads, with ferry service across major rivers and omnibus service through principal cities; line opened from Jersey City, January 1, 1839.

July 7, 1838—Act of Congress making every railroad a post route signed by President Martin Van Buren.

November 8, 1838—Illinois' first steam railroad opened at Meredosia; locomotive "Rogers" ran to end of track eight miles away; line opened to Springfield, May 13, 1842.

November 28, 1838—First railroad train in Indiana steamed over nine miles of track at Madison, drawn by locomotive "Elkhorn"; the first train arrived in Indianapolis, October 1, 1847.

December 23, 1838—First railroad in New Hampshire opened from Lowell, Mass., to Nashua, N.H.

1838—Connecticut's first railroad opened part way between Hartford and New Haven.

March 4, 1839—America's first long-distance railway express service started by William F. Harnden, former railroad conductor, between Boston and New York.

November 24, 1842—Rail route from Boston to Great Lakes at Buffalo completed.

1842—The arrival, from Philadelphia, of the first locomotive to travel on Tennessee soil was made the occasion for a considerable celebration, a special train being run from Memphis to a turntable six miles away.

June 26, 1848—Vermont's first train service begun between White River and Bethel.

September, 1848—Rail route opened from Cincinnati to Great Lakes at Sandusky.

October 24, 1848—Chicago's first locomotive, the "Pioneer," placed on tracks; first run made the following day.

December 29, 1848—First direct rail route between Boston and New York completed.

April 23, 1849—Railroad from Detroit completed to Lake Michigan at New Buffalo.

September 20, 1850—President Millard Fillmore signed first Federal railroad land-grant act; last grant to aid in pioneer railroad development made in 1871; land-grant rate deductions on government traffic and mail continued until October 1, 1946, resulting in savings to the Fed-

eral Government of $1,250,000,000 from the time of the first grants in 1850.

November 20, 1850—Wisconsin's first railroad opened, Milwaukee to Wauwatosa.

1850—Oil lamps were introduced on trains for night travel; gas light in 1860; Pintsch gas in 1883; electricity in 1885; fluorescent lights in 1938.

May 14-15, 1851—Great celebration opening first railroad from Piermont, N. Y., to Lake Erie at Dunkirk; President Fillmore participated.

July 1, 1851—The first refrigerator-type car known to have been built in this country began service when eight tons of butter were transported to Boston from Ogdensburg, N. Y.

August 16, 1851—Marked the opening of the first international railway link on the North American Continent—Laprairie, Que., to Rouses Point, N. Y., and thence by connecting roads to New York and Boston; passengers and freight were conveyed without transshipment; by international agreement, first of its kind in the world, rolling stock of foreign ownership was permitted free entry into Canada and the United States, a ruling still in effect.

September 22, 1851—First recorded use of telegraph for train dispatching took place at Turner (now Harriman), N. Y.

October 1, 1851—New York and Buffalo linked by rail—via Albany.

May 21, 1852—First passenger train from the East (Detroit) entered Chicago.

December 9, 1852—First locomotive west of Mississippi River, "The Pacific," ran from St. Louis to Cheltenham, five miles.

December 10, 1852—Philadelphia linked by rail with Ohio River at Pittsburgh; ten incline planes used.

December 24, 1852—Railroad from Baltimore completed to Ohio River at Wheeling.

January 24, 1853—All-rail route completed between Eastern cities and Chicago; several changes of cars were necessary.

June, 1853—A Connecticut railroad equipped a passenger train with flexible connections which provided covered and enclosed passageways (vestibules) between cars.

August 1, 1853—First railroad in Texas opened at Harrisburg; first locomotives were the "Texas" and the "General Sherman" (named for General Sidney Sherman, railroad promoter, and credited as originator of "Remember the Alamo" battle cry).

February 22, 1854—Railroad completed from Chicago to Mississippi River at Rock Island, opening first rail route from Eastern seaboard.

1854—Luxurious, adjustable, reclining-seat coaches, "night seats" as they were called, placed in service between Philadelphia and Baltimore.

1854—The use of both bituminous and anthracite coal as fuel for locomotives had by this time become a practical success.

February, 1855—Susan Morningstar, of Baltimore, Md., is recorded as the first woman railroad employee.

March, 1855—Niagara Suspension Bridge completed, opening another rail route between East and West.

September, 1855—Horse and buggy flat car services, presently termed "piggyback" services, became popular transportation for farmers en route to market in Nova Scotia; 1885 marked the inauguration of farmers' truck-wagon trains on Long Island.

November 20, 1855—First train in Iowa ran from Davenport to Muscatine.

1855—First through rail route between Chicago and St. Louis opened.

February 22, 1856—California's first railroad opened, Sacramento to Folsom.

April 21, 1856—First railroad bridge to span the Mississippi River opened at Davenport, Iowa; partially burned on May 6 following collision by steamer "Effie Afton"; rebuilt and reopened on September 8, 1856.

September 27, 1856—World's longest railroad completed, Chicago to Cairo and Centralia to East Dubuque, 705½ miles.

December 2, 1856—First sleeping car patents issued to T. T. Woodruff.

April 1, 1857—First Southern rail route between Atlantic seaboard and Mississippi River completed—Charleston to Memphis.

June 4, 1857—Completion of first direct rail route from Baltimore to East St. Louis via Cincinnati.

August 24, 1857—"The first step of the steam locomotive on Arkansas soil, was taken by the 'Little Rock' which ran out from Hopefield to the end of the laid track, under steam." Six bales of cotton were received in Memphis from this road, on November 6, the first ever transported over a railroad in Arkansas.

February 14, 1859—Iron Horse reached Missouri River at St. Joseph.

September 1, 1859—First Pullman sleeping car left Bloomington, Ill., on overnight trip to Chicago; first Pullman conductor was Jonathan L. Barnes.

April 23, 1860—Locomotive "Albany," first in Kansas, arrived at Elwood.

1860—Chicago, with 11 railroads, had become

America's leading railway center.

March 31, 1862—"Oregon Pony," first locomotive in Pacific Northwest, arrived at Portland, Oregon.

April 12, 1862—Race and battle between Union soldiers on locomotive "General" and Confederates on locomotive "Texas," from Big Shanty to Ringgold, between Atlanta and Chattanooga.

June 28, 1862—Minnesota's pioneer locomotive, "William Crooks," hauled first passenger train from St. Paul to St. Anthony (Minneapolis).

July 1, 1862—President Lincoln signed Act authorizing construction of a line of railroads from the Missouri River to the Pacific Coast.

July 28, 1862—Experimental post office car for sorting mail en route placed in service between Hannibal and St. Joseph, Mo.

April 20, 1863—First steam railroad—six miles long—in Washington Territory, between Upper and Lower Cascades.

1863—Dining cars introduced; ran between Philadelphia and Baltimore.

August 28, 1864—First permanent Railway Post Office car for picking up, sorting, and distributing mail en route was placed in operation on a run from Chicago to Clinton, Iowa.

September 20, 1865—Railroad opened between St. Louis and Kansas City.

September 22, 1865—First railroad in Nebraska opened westward from Omaha, 10 miles.

November 1, 1865—A tank car especially built for transporting oil took on its initial load at Titusville, Pa

1865—Block-signal system, through telegraphic communication, introduced by Ashbel Welch.

April 20, 1866—The first code of rules to govern the interchange of freight cars was adopted at a meeting of fast freight lines held in Buffalo.

1866—Automatic block signals introduced.

January 17, 1867—First railroad line completed across Iowa—to Council Bluffs, opposite Omaha; first through train from Chicago reached Missouri River on February 8.

June 25, 1867—First railroad in Colorado opened at Julesburg; completed to Denver, June 22, 1870.

November, 1867—Wyoming's first railroad reached Cheyenne from East.

December 13, 1867—Railroad pushing eastward from Sacramento entered Nevada, near Crystal Peak.

1867—St. Paul and Minneapolis linked with Chicago by rail.

April 21, 1868—Eli H. Janney obtained patent for an automatic coupler; second patent was issued April 29, 1873, for the basic car coupler design generally in use today; standard, interchangeable, automatic car couplers were introduced in 1887, following extensive experiments; further advance improvements made and standardized in subsequent years.

1868—First Pullman-built dining car, the "Delmonico," placed in service.

January 23, 1869—George Westinghouse applied for air-brake patent.

February, 1869—Railroad building westward from Omaha entered Utah Territory, at Wahsatch.

May 10, 1869—Golden Spike ceremony at Promontory, Utah, signalized completion of the first transcontinental rail route.

July 4, 1869—First bridge to span the Missouri River opened at Kansas City, thus establishing a through route from Chicago.

June 6, 1870—First locomotive entered Indian Territory (now Oklahoma).

August 16, 1871—First narrow-gauge railroad opened a few miles out of Denver, Colo.; road opened to Colorado Springs on October 27, 1871; locomotive "Montezuma" was the first narrow-gauge passenger engine built or operated in this country.

June 8, 1872—First railroad in what is now North Dakota completed from Minnesota line to Fargo; to Bismarck, June 3, 1873.

1872—First railroad in what is now South Dakota completed from Sioux City, Iowa, to Vermillion.

December 24, 1873—First through passenger train between Chicago and New Orleans, using ferry across Ohio River; car trucks changed at Cairo on account of break in gauge.

May 3, 1874—Idaho's first railroad opened from Ogden, Utah Territory, to Franklin, Idaho.

July 1, 1876—Great Hoosac Tunnel, in Western Massachusetts, officially opened for traffic.

May 21, 1877—Tests at Altoona, Pa., marked the first use of telephone communication for railroad purposes.

September 30, 1877—First locomotive and train entered Arizona Territory, at Yuma.

December 7, 1878—New Mexico's first railroad reached Raton Mountains from Trinidad, Colo.

May 1, 1880—Montana's first railroad opened between Monida and Red Rock.

March 8, 1881—Completion of first rail route to Southern California via New Mexico and Arizona.

1881—Railway mileage in United States exceeded 100,000 route miles for the first time.

1881—Steam heating system first installed in passenger trains, replacing stoves and hot water heaters.

January 12, 1883—Completion of direct rail route

from California to New Orleans; first through train service began on February 5.

September 8, 1883—Entrance of first rail route from Great Lakes into Washington Territory celebrated; many American and foreign notables attended the spike-driving ceremony; extended to Puget Sound via Cascade Mountains, July 1, 1887.

November 18, 1883—Standard time, sponsored by the railroads, adopted throughout the United States.

November 25, 1884—Middle transcontinental route from Chicago to Pacific Northwest joined at Huntington, Oregon; through traffic commenced December 1, 1884.

November 7, 1885—Last spike driven in first Canadian transcontinental line at Craigellachie, B. C., the first "special" train reaching Port Moody from Montreal the next morning; line fully opened to Vancouver, B. C., May 23, 1887.

1886—Standardization of gauge (4 ft. 8½ in.) of railroads in the South completed, enabling interchange of cars throughout the country for first time.

February 4, 1887—Interstate Commerce Act, creating the Interstate Commerce Commission, signed by President Grover Cleveland.

April 14, 1887—General Time Convention, a predecessor of the Association of American Railroads, adopted the first standard code of train rules.

April, 1887—First modern solid vestibule train placed in service, between New York and Chicago.

June 17-18, 1887—Successful test runs were made of a passenger train hauled by an oil-burning locomotive, Altoona to Pittsburgh and return.

December, 1887—Completion of a direct rail route linked Seattle and Portland with San Francisco, Los Angeles and San Diego.

1887—Extensive air-brake tests conducted during 1886-87 on 50-car freight trains at Burlington, Iowa, led to the adoption of an automatic, quick-action, triple-valve brake for freight service.

1887—First trains in America to be fully equipped with electric lights ran between New York and Chicago, Boston and New York, New York and Florida, and from Springfield, Mass., to Northampton.

January 6, 1893—Second rail route completed from Great Lakes to Puget Sound.

May 10, 1893—Locomotive No. "999" made the world's first 100-mile-an-hour record run.

1895—First steam railroad electrifications in the United States completed, in Massachusetts, New Jersey, and Maryland.

April 15, 1896—Miami, Fla., reached by railroad from Jacksonville, and the North.

1900—Total investment in railroad properties exceeded $10,000,000,000 for first time; net capitalization, $9,548,000,000.

1901—Mechanical coal stokers for locomotives introduced.

1902—Railroad route mileage in United States passed the 200,000-mile mark.

1904—All-steel passenger-train cars placed in steam railway service.

June 12, 1905—Fastest train speed officially recorded on an American railroad was made on a three-mile run near Ada, Ohio, at 127.06 miles per hour.

May 19, 1909—Third northern rail route from Great Lakes to Puget Sound completed; through freight service began July 4, 1909, Chicago to Seattle, and through passenger service on July 10, 1910.

August 22, 1910—First passenger train arrived in San Francisco over the new second rail route from the Great Salt Lake.

1914—Tests were begun looking toward the use of radio in railroad communications.

1915—Second and third Canadian transcontinental routes opened for operation, from Eastern Canada to Prince Rupert and Vancouver, B. C.

March, 1917—The American Short Line Railroad Association was organized.

December 28, 1917—Federal Government took control of railroads of the United States as a war-time emergency measure; fiscal control became effective January 1, 1918; returned to owners by Federal Government, March 1, 1920.

August 26, 1920—Motion pictures were shown on trains between Atlanta, Ga., and Montgomery, Ala., with musical accompaniment furnished by an Edison phonograph; the showings continued for several months.

October 20, 1925—First Diesel-electric locomotive (a switcher) installed in railroad service.

July 25, 1927—A co-ordinate system of centralized traffic control, installed on a 40-mile route at Berwick, Ohio, was placed in operation; "CTC" has since been installed on over 28,400 miles of track.

1927—Beginning of modern developments in mechanical air conditioning of railway passenger cars.

February 26, 1928—In formal opening, first train passed through Moffat Tunnel, west of Denver; 6.2 miles, second longest in United States.

December 7, 1928—Railway Express Agency organized to handle nation-wide express business.

January 12, 1929—Cascade Tunnel, 7.79 miles in length, longest in Western Hemisphere, opened in Washington State.

September 9, 1929—First air-conditioned Pullman car operated between Chicago and Los Angeles.

May 24, 1931—World's first completely air-conditioned passenger train placed in service between Washington and New York.

November 21, 1932—Recreation car "Miami Biltmore" placed in service between New York and Miami, providing entertainment and recreation facilities supervised by a hostess.

February 12, 1934—First light-weight streamliner, equipped with distillate-electric motive power, delivered by manufacturer; after extensive exhibition tour, the train was placed in scheduled service between Salina, Kans., and Kansas City, Mo., on January 31, 1935.

May 26, 1934—First Diesel-electric powered streamlined train, completed April 9, 1934, ran nonstop 1,015 miles, Denver to Chicago, at an average speed of 77.6 miles per hour.

October 12, 1934—Association of American Railroads formed by consolidation of American Railway Association and other organizations, some of which dated to 1867.

October 22-25, 1934—Diesel-powered streamlined train ran from Los Angeles to New York City, 3,258 miles, in 56 hours, 55 minutes; average over-all speed 57.2 miles per hour.

November 11, 1934—First light-weight streamlined passenger train to use Diesel-electric power, and first in regular daily service, placed in operation between Lincoln, Nebr., and Kansas City, Mo.

May 12, 1936—First 39¾-hour passenger schedule put into effect between Chicago and Los Angeles.

March, 1937—Two-way train telephone communication system inaugurated in mainline railroad operations, between Albion, Pa., and North Bessemer Yard, Pittsburgh.

July 1, 1937—Federal Railroad Retirement Act went into effect for all railroads, replacing voluntary retirement and disability benefits on some 80 major railroads.

March 1, 1938—Anti-telescoping tightlock couplers adopted as alternate standard for passenger-train cars; became standard in 1946 after years of service tests.

June 15, 1938—First 16-hour passenger train schedules put into effect between New York and Chicago.

1941—First Diesel-electric road freight locomotives placed in regular service.

May 17, 1945—Federal Communications Commission allocated radio channels for exclusive railroad use; first construction permit granted by the F.C.C. on February 27, 1946.

July 23, 1945—First modern domed observation car introduced, operating between Chicago and Minneapolis.

September 2, 1945—V-J Day ended World War II; during 45 months of war, the railroads moved 90 per cent of all Army and Navy freight and more than 97 per cent of all military personnel in organized groups within the United States; the latter included the operation of 113,891 special troop trains.

November 15, 1948—Track tests begun on first gas-turbine-electric locomotive to be built and operated in the United States; first unit went into regular pool service January 1, 1952.

May, 1952—Diesel ownership, as expressed in power units, exceeded ownership of steam locomotives for the first time, 19,082 Diesel-electric units to 18,489 steam locomotives.

1954—Total investment in railroad property, $33,952,000,000; net capitalization (stocks, bonds, and other securities outstanding in the hands of the public), $15,840,000,000.

December 1, 1955—Remote control of a multiple-unit car was demonstrated between New Rochelle and Rye, N.Y., from a control panel located at Larchmont, N.Y. The car's movements were protected at all times by standard automatic train control equipment.

January 1, 1956—More than $10,800,000,000 spent for improvement of facilities and equipment since the end of World War II. Included in the improvements were new yards, terminals, and sidings, roadway and machinery, signals and communications, almost 21,000 new Diesel locomotive units, 5,775 passenger-train cars, 585,000 new freight cars, and 20,000 track-miles of CTC.

February 11, 1956—New type, low-center-of-gravity trains went into service between Peoria and Chicago, Ill.; cars of the Diesel-powered trains are articulated.

GROWTH OF RAILWAY MILEAGE BY STATES[1]

The following figures represent miles of railroad *operated* for the years 1830-1880, inclusive, and miles of railroad *owned* for the years 1890-1955, inclusive.

State	1830	1840	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1955
Alabama		46	183	743	1,157	1,843	3,314	4,226	5,226	5,378	5,249	4,996	4,668
Arizona						349	1,097	1,512	2,097	2,478	2,494	2,228	2,179
Arkansas				38	256	859	2,196	3,360	5,306	5,052	4,826	4,482	4,001
California				23	925	2,195	4,356	5,751	7,772	8,356	8,240	7,947	7,531
Colorado					157	1,570	4,176	4,587	5,533	5,519	4,972	4,552	3,866
Connecticut		102	402	601	742	923	1,007	1,024	1,000	1,001	969	887	831
Delaware		39	39	127	197	275	323	347	335	335	325	295	293
Dist. of Columbia		*	*	*	*	*	30	32	36	36	36	35	35
Florida[2]			21	402	446	518	2,471	3,299	4,432	5,212	5,666	5,218	4,691
Georgia		185	643	1,420	1,845	2,459	4,532	5,652	7,056	7,326	6,672	6,334	5,945
Idaho						206	941	1,261	2,179	2,877	2,965	2,746	2,691
Illinois[2]			111	2,790	4,823	7,851	10,214	11,003	11,878	12,188	12,500	11,949	11,384
Indiana[2]			228	2,163	3,177	4,373	5,971	6,471	7,420	7,426	7,107	6,889	6,614
Iowa				655	2,683	5,400	8,366	9,185	9,755	9,808	9,698	8,950	8,542
Kansas					1,501	3,400	8,806	8,719	9,007	9,388	9,339	8,564	8,416
Kentucky		28	78	534	1,017	1,530	2,746	3,060	3,526	3,929	4,055	3,691	3,558
Louisiana		40	80	335	450	652	1,759	2,824	5,554	5,223	4,654	4,357	4,025
Maine		11	245	472	786	1,005	1,338	1,915	2,248	2,295	2,194	1,882	1,794
Maryland	13	213*	259*	386*	671*	1,040*	1,231	1,376	1,426	1,436	1,443	1,367	1,273
Massachusetts[2]		301	1,035	1,264	1,480	1,915	2,094	2,119	2,115	2,106	2,022	1,793	1,693
Michigan		59	342	779	1,638	3,938	7,243	8,195	9,021	8,734	8,072	7,303	6,680
Minnesota					1,092	3,151	5,466	6,943	8,669	9,114	8,779	8,421	8,303
Mississippi[2]			75	862	990	1,127	2,332	2,920	4,506	4,369	4,209	3,919	3,741
Missouri				817	2,000	3,965	6,004	6,875	8,083	8,117	7,897	7,042	6,714
Montana						106	2,181	3,010	4,207	5,072	5,228	5,149	5,029
Nebraska					705	1,953	5,295	5,685	6,067	6,166	6,174	6,044	5,748
Nevada					593	739	925	909	2,277	2,160	2,109	1,941	1,649
New Hampshire		53	467	661	736	1,015	1,145	1,239	1,246	1,252	1,166	1,002	871
New Jersey		186	206	560	1,125	1,684	2,047	2,257	2,260	2,352	2,299	2,108	1,971
New Mexico						758	1,324	1,753	3,032	2,972	2,973	2,812	2,475
New York		374	1,361	2,682	3,928	5,957	7,661	8,121	8,430	8,390	8,312	7,739	7,291
North Carolina		53	283	937	1,178	1,486	3,001	3,831	4,932	5,522	5,161	4,668	4,325
North Dakota					†	†	1,941	2,731	4,201	5,311	5,276	5,266	5,257
Ohio		30	575	2,946	3,538	5,792	7,912	8,807	9,134	9,002	8,805	8,501	8,377
Oklahoma						289‡	168‡	828‡	5,980	6,572	6,678	6,302	5,957
Oregon					159	508	1,428	1,724	2,285	3,305	3,456	3,385	3,232
Pennsylvania[2]		754	1,240	2,598	4,656	6,191	8,453	10,331	11,290	11,551	11,141	10,328	9,305
Rhode Island		50	68	108	136	210	213	212	212	211	191	194	181
South Carolina[2]	10	137	289	973	1,139	1,427	2,194	2,818	3,442	3,814	3,780	3,466	3,194
South Dakota					65†	1,225†	2,486	2,850	3,948	4,276	4,238	4,006	3,916
Tennessee[2]				1,253	1,492	1,843	2,752	3,137	3,816	4,078	3,940	3,573	3,431
Texas				307	711	3,244	8,613	9,886	14,282	16,125	17,069	16,356	15,441
Utah					257	842	1,090	1,547	1,986	2,161	2,196	2,082	1,731
Vermont			290	554	614	914	921	1,012	1,100	1,077	1,056	919	860
Virginia		147	384	1,379	1,486	1,893	3,160	3,779	4,535	4,703	4,516	4,261	4,128
Washington[2]						289	1,783	2,914	4,875	5,587	5,542	5,243	4,983
West Virginia[2]			97	352	387	691	1,328	2,228	3,601	3,996	4,046	3,831	3,710
Wisconsin			20	905	1,525	3,155	5,584	6,531	7,475	7,554	7,288	6,639	6,257
Wyoming					459	512	942	1,229	1,645	1,931	2,036	2,008	1,883
United States[2]	23	2,808	9,021	30,626	52,922	93,267	163,597	193,346	240,439	252,845	249,052	233,670	220,670

[1] SOURCES: *Poor's Manual of Railroads*, 1890, p. vi; 1912, p. cxxxviii, for the years 1830-1880, inclusive. Totals for the United States check for addition but differ from the *Manual* for the years 1840 and 1880.
Statistics of Railways in the United States, compiled by the Interstate Commerce Commission, for the years 1890-1955, inclusive. (Beginning with 1954, the title "Statistics of Railways in the United States" was changed to "Transport Statistics in the United States.") Totals for the United States are correct as reported by the I.C.C. 1890-1930, inclusive, but differ slightly from totals of addition of individual state mileages because basic figures for the latter were reported in fractions and have been rounded off for use in this table. United States totals for 1890 and 1900 include 1,046 and 1,323 miles, respectively, in Indian Territory. The total for 1910, 240,439 miles, was subsequently adjusted by the I.C.C. to read 240,293 miles.

[2] Railroads represented in the preceding "Chronology" which are not included in Poor's Table of Railroad Mileage by States: 1830—Massachusetts, 3 miles (1826); Pennsylvania, ¼ mile (1809), 9 miles (1827), 16 miles (1829); South Carolina, 6 miles (Poor, 10 miles) (1830). 1840—Florida, 22 miles (1836); Illinois, 24 miles (1840); Indiana, 20 miles (1839); Mississippi, 25 miles (1839); West Virginia (Poor possibly included with Virginia), 32 miles (1836). 1850—Tennessee, 9 miles (1850). 1870—Washington, 6 miles (1863). According to available records, it is believed that the foregoing railroads were in operation during the decennial year under which they are listed. Many other early railroads not included in the "Chronology" or in Poor's mileage table are mentioned in various well-known historical works.

* District of Columbia mileage included with that of Maryland prior to 1890.

† North and South Dakota combined in Dakota Territory prior to 1890.

‡ Oklahoma was a part of Indian Territory prior to 1890. Mileage for Oklahoma Territory, 1890 and 1900, excludes Indian Territory, as follows: 1890, 1,046 miles; 1900, 1,323 miles.

RAILWAY MILEAGE IN THE UNITED STATES[1]

Year	Miles of Road Operated*	Miles of All Track Operated*
1830	23	
1831	95	
1832	229	
1833	380	
1834	633	
1835	1,098	
1836	1,273	
1837	1,497	
1838	1,913	
1839	2,302	
1840	2,808	
1841	3,535	
1842	4,026	
1843	4,185	
1844	4,377	
1845	4,633	
1846	4,930	
1847	5,598	
1848	5,996	
1849	7,365	
1850	9,021	
1851	10,982	
1852	12,908	
1853	15,360	
1854	16,720	
1855	18,374	
1856	22,016	
1857	24,503	
1858	26,968	
1859	28,789	
1860	30,626	
1861	31,286	
1862	32,120	
1863	33,170	
1864	33,908	
1865	35,085	
1866	36,801	
1867	39,050	
1868	42,229	
1869	46,844	
1870	52,922	
1871	60,301	
1872	66,171	
1873	70,268	
1874	72,385	
1875	74,096	
1876	76,808	94,665
1877	79,082	97,308
1878	81,747	103,649
1879	86,556	104,756
1880	93,267	115,647
1881	103,108	130,455
1882	114,677	140,878
1883	121,422	149,101
1884	125,345	156,414
1885	128,320	160,506
1886	136,338	167,952
1887	149,214	184,935
1888	156,114	191,376
1889	161,276	202,088
	Miles of Road Owned*	
1890	163,597	199,875
1891	168,403	207,445
1892	171,564	211,051
1893	176,461	221,864
1894	178,709	229,795
1895	180,675	233,275
1896	182,777	239,141
1897	184,428	242,013
1898	186,396	245,333
1899	189,295	250,143
1900	193,346	258,784
1901	197,237	265,353
1902	202,472	274,196
1903	207,977	283,822
1904	213,904	297,073
1905	218,101	306,797
1906	224,363	317,083
1907	229,951	327,795
1908	233,468	333,646
1909	236,834	342,352
1910	240,293	351,767
1911	243,979	362,825
1912	246,777	371,238
1913	249,777	379,508
1914	252,105	387,208
1915	253,789	391,141
1916	254,037	397,014
1917	253,626	400,353
1918	253,529	402,343
1919	253,152	403,892
1920	252,845	406,579
1921	251,176	407,531
1922	250,413	409,359
1923	250,222	412,993
1924	250,156	415,028
1925	249,398	417,954
1926	249,138	421,341
1927	249,131	424,737
1928	249,309	427,750
1929	249,433	429,054
1930	249,052	429,883
1931	248,829	429,823
1932	247,595	428,402
1933	245,703	425,664
1934	243,857	422,401
1935	241,822	419,228
1936	240,104	416,381
1937	238,539	414,572
1938	236,842	411,324
1939	235,064	408,350
1940	233,670	405,975
1941	231,971	403,625
1942	229,174	399,627
1943	227,999	398,730
1944	227,335	398,437
1945	226,696	398,054
1946	226,438	398,037
1947	225,806	397,355
1948	225,149	397,203
1949	224,511	397,232
1950	223,779	396,380
1951	223,427	395,831
1952	222,508	394,631
1953	221,758	393,736
1954	221,098	392,580
1955	220,670	390,965

[1] SOURCES: 1830 to 1889, inclusive, *Poor's Manual of Railroads;* 1890 to 1955, inclusive, Interstate Commerce Commission. Data for years 1830 to 1889, inclusive, and 1916 to 1955, inclusive, cover calendar years. Data for 1890 to 1915, inclusive, cover years ended June 30. No mileage is included for Alaska or insular possessions. Mileages shown exclude switching and terminal companies.

* Figures for the years 1830 to 1889 represent miles of road *operated.* Figures for miles of road *owned* are not available for these years. Data for "miles of all track operated" not available prior to 1876.

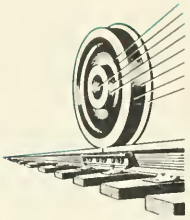
GROWTH OF THE UNITED STATES OF AMERICA DURING FIRST CENTURY OF RAILWAY ERA

(Compiled from U. S. Government Reports)

	1830 Beginning of Railway Era	1850 Beginning of Great Trans-Mississippi R. R. Expansion	1870 Following Opening of First R. R. to Pacific	1900 Railway Network Covers Country	1930 Centenary of Railway Development
Miles of Railroad	23	9,021	52,922	193,346	249,052
Land Area, Square Miles	1,753,588	2,944,337	2,973,965	2,974,159	2,977,128
Population, United States	12,866,020	23,191,876	38,558,371	75,995,000	122,775,046
Population, U. S. East of Miss. River	12,705,227	21,710,234	32,408,217	56,405,563	87,506,672
Population, U. S. West of Miss. River	160,793	1,481,642	6,150,154	19,589,437	35,268,374
Population, Boston	61,392	136,881	250,526	560,892	781,188
Population, New York City	242,278	515,547	1,478,130	3,437,402	6,930,446
Population, Philadelphia	80,462	121,376	674,022	1,293,697	1,950,961
Population, Baltimore	80,620	169,054	267,354	508,957	804,874
Population, Washington	18,827	40,001	109,199	278,718	486,869
Population, Buffalo	8,653	42,261	117,714	352,387	573,076
Population, Pittsburgh	15,369	46,601	139,256	321,616	669,817
Population, Cleveland	1,076	17,034	92,829	381,768	900,429
Population, Cincinnati	24,831	115,436	216,239	325,902	451,160
Population, Detroit	2,222	21,019	79,577	285,704	1,568,662
Population, Chicago	80	29,963	298,977	1,698,575	3,376,438
Population, Milwaukee		20,061	71,440	285,315	578,249
Population, St. Louis	5,852	77,860	310,864	575,238	821,960
Population, New Orleans	46,310	116,375	191,418	287,104	458,762
Population, Minneapolis			13,066	202,718	464,356
Population, Los Angeles		1,610	5,728	102,479	1,238,048
Population, San Francisco		34,870	149,473	342,782	634,394
National Wealth		$7,066,562,966	$30,068,518,507	$88,517,307,000	$329,700,000,000
Farms, Number of		1,449,075	2,659,985	5,737,000	6,288,648
Farms, Acres in		293,560,614	407,735,041	838,592,000	986,711,016
Farms, Value of		$3,271,575,426	$9,262,803,861	$16,614,647,000	$57,245,544,269
Farm Income		$1,311,691,326	$2,447,538,658	$4,717,000,000	$12,478,060,000
Cotton Production, Bales	732,218	2,445,793	3,011,966	9,434,000	13,932,000
Corn Production, Bushels		592,071,104	760,944,549	2,105,102,000	2,060,185,000
Wheat Production, Bushels		100,485,944	287,745,626	522,229,000	858,160,000
Cattle, Number	17,778,907	18,378,907	28,074,582	67,719,000	60,915,000
Sheep, Number		21,723,220	28,477,951	61,504,000	52,745,000
Swine, Number		30,354,213	25,134,569	62,868,000	54,374,000
Horses and Mules, Number		4,896,050	8,270,785	21,532,000	18,380,000
Lumber Mills, Number		17,895	26,930	33,010	12,915
Lumber Mills, Workers		52,218	163,511	283,179	419,084
Lumber Cut, Board Feet			12,755,543,000	34,780,513,000	26,051,473,000
Value of Mineral Products			$152,598,994	$1,108,936,000	$4,810,400,000
Coal Mined, Tons	285,779	6,266,233	32,863,690	297,157,554	536,911,000
Iron Ore Mined, Tons			3,395,718	35,567,410	58,409,000
Pig Iron, Tons Made	286,903	563,755	1,665,179	13,789,242	31,752,000
Petroleum Production, Barrels			7,014,326	63,620,000	898,011,000
Manufacturing Establishments		123,025*	252,148*	205,237†	206,811†
Manufactures, Value of		$1,019,106,616*	$3,385,860,354*	$11,103,727,539†	$68,178,340,278†
Manufactures, Wage Earners		957,059*	2,053,996*	4,509,684†	8,380,536†
Manufactures, Payrolls		$236,755,464*	$620,467,474*	$1,895,513,660†	$10,909,814,795†
Exports, Value of	$73,849,508	$151,898,720	$392,771,768	$1,394,483,000	$3,843,181,000
Imports, Value of	$70,876,920	$178,138,318	$435,958,408	$849,941,000	$3,060,908,000
Banks, Number of	506	824	1,937	4,888	24,079
Banks, Resources	$418,933,000	$532,261,000	$1,780,830,000	$10,785,800,000	$74,020,124,000
Banks, Deposits	$102,269,000	$146,304,000	$775,100,000	$8,513,030,000	$59,847,195,000
Newspapers and Periodicals	1,403	2,526	5,871	20,806	11,524
Colleges and Universities	59	239	266	624	1,078
Public Schools, Expenditures		$9,529,542	$63,396,666	$214,964,000	$2,305,017,000
Public Schools, Pupils Enrolled		3,354,011	6,871,522	15,503,110	25,678,000
Post Offices, Number of	8,450	18,417	28,492	76,688	49,063
Postal Receipts	$1,850,583	$5,499,985	$19,772,221	$102,354,579	$705,484,098

* 1849; 1869, hand and neighborhood industries included.

† 1899; 1929, hand and neighborhood industries excluded.



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